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# COMMISSIONERS

TO MANAGE THE

## YOSEMITE VALLEY AND MARIPOSA BIG TREE GROVE.

HIS EXCELLENCY GEORGE STONEMAN, GOVERNOR OF THE STATE OF CALIFORNIA,  
*Ex Officio President.*

I. W. RAYMOND,  
*Vice-President.*

C. L. WELLER,  
*Secretary and Treasurer.*

I. W. RAYMOND,

C. L. WELLER,  
*Executive Committee.*

M. C. BRIGGS,

W. H. MILLS,  
J. M. GRIFFITH,

J. H. O'BRIEN,  
M. C. BRIGGS,

Terms Expire April 19, 1886.

I. W. RAYMOND,  
JONATHAN MENTZER,

C. L. WELLER,  
E. W. CHAPMAN,

Terms Expire —, 1888.

WALTER E. DENNISON,  
*Guardian.*





# REPORT.

To his Excellency GEORGE STONEMAN, Governor of California:

SIR: As required by law, the Commissioners to manage the Yosemite Valley and the Mariposa Big Tree Grove, respectfully submit the following biennial report for the years 1883 and 1884:

A bill appropriating \$25,000 for the improvement of the valley was passed through both Houses at the last session of the Legislature. Your Excellency found reasons satisfactory to yourself for vetoing the bill, which act left the Commissioners with limited and not perfectly reliable resources, and wholly incapable of carrying into effect the system of improvements which they had planned. It has proved difficult, and in some cases impossible, to collect the rents. Such funds as we have been able to command have been expended in repairing damages wrought by the unprecedentedly high waters of last June, in pushing the Grand Carriage Road toward completion, and in other work which appeared necessary to the carrying out of the purposes for which the Commissioners hold their important trust.

## FINANCIAL REPORT.

*Statement of Receipts and Expenditures from December 18, 1882, to November 1, 1884.*

<i>Receipts.</i>		
From all sources since last report .....	\$7,224 81	
Cash and rents due at last report .....	2,530 82	
Bank, overdraft .....	12 13	
		\$9,767 76
<i>Expenditures.</i>		
Traveling expenses .....	\$717 45	
Sundries (part inadvertently omitted in last report) .....	808 46	
Office rent and expenses .....	527 85	
Orders payable at last report .....	1,996 74	
Team (keeping two Winters), repairs, and outfit .....	202 60	
Implements, including scale .....	24 83	
To Dr. J. T. McLean (to be repaid) .....	250 00	
To J. McCauley (keeping Glacier Point trail) .....	300 00	
For labor and the working expenses of team .....	4,939 83	
		9,767 76

NOTE 1.—Statement of account for traveling expenses is incomplete, owing to the more recent method of sending warrants drawn upon approved bills directly from the Controller's office to the individual Commissioners. The account is in the Controller's books.

NOTE 2.—The \$250 paid to J. T. McLean was part of a transaction which was unanimously rescinded at a later meeting, and the amount is to be returned.

## *Property on Hand.*

One span mules, one wagon, two dump carts, two hand carts, three sets wagon harness, two cart harnesses, plow, scraper, chains, tackle, spades, picks, axes, wheelbarrows.

## IMPROVEMENTS DESIRABLE TO BE MADE.

*The Ribbon (Virgin's Tear) Fall.*

For six or eight weeks in the early season this fall, with its single leap of 2,300 feet, is an object of surpassing beauty. The concave and cauldron down and into which it plunges, possess a weird and peculiar interest in a near view. The foot of the fall can be made accessible by an outlay of three or four hundred dollars.

*The Tooloolweack (Illiluet) Fall.*

This is an object which few have seen. It is higher than Vernal, and makes a near approach to it in beauty. A trail should be opened from the Glacier Point House to the crest of the Tooloolweack, where a bridge could easily and inexpensively be thrown across the narrow chasm, and the trail continued through very practicable ground, along the rim of the chasm of the main river, to the head of Nevada Fall, where another bridge, constructed of red fir just at hand, could span the Merced sixty feet from the crest or lip of the fall. From this point, a horse trail would be easy of construction around the foot of Mount Broderick and the Cap of Liberty to connect with the South Dome and Cloud's Rest trail. Now, the tourist must climb to Glacier Point and return to the valley. This is enough for one day to most riders. Then, another day, he must make the weary ascent to the foot of the Nevada Fall, and, if his courage and strength are equal to the task, climb to the top of it. With the improvement suggested, tourists could make the entire round, taking in South Dome with little additional fatigue, and thus enjoy in a single day, a ride flanked with wonders of natural scenery far surpassing anything which the explored portions of our planet elsewhere afford.

## SOUTH DOME

Is still ascended by means of a rope looped into small iron keys. It is both laborious and too dangerous an undertaking to be achieved by more than a small fraction of the annual visitors. Substantial means should be constructed to encourage visitors to ascend to that unequaled *gazabo*, the view from which will be a memory for a lifetime.

## CLOUD'S REST

Is now reached by a trail much longer and more laborious than necessary. A small expenditure would shorten it, and lighten the toil of reaching it fully one third.

On the floor of the valley, further improvements are needed for the comfort, health, and pleasure of tourists and campers, the number of both of whom is annually increasing.

If the grant should be enlarged, as we hope, a fish hatchery will become a very useful item in the schedule of improvements.

The bringing of water from the Glacier Point Spring to the hotels, for domestic use and for fountains, as well, also, its relation to health, beauty, and convenience, is a very desirable improvement.

These improvements cannot be made without aid from the State. Your Excellency's fellow Commissioners were much pleased with



the thorough and intelligent exploration which you made in the valley and grove last June, and they feel confident that, after having seen the State's valuable and largely remunerative trust—her crown of distinction in the eyes of the world—you will approve their memorialization of the Legislature for a generous and willing appropriation for the purposes herein named.

#### HOTEL ACCOMMODATIONS.

At the annual meeting in June the Commissioners were so re-impressed with the inadequacy and discomfort of the hotel accommodations, that they unanimously adopted a resolution to memorialize the Legislature for an appropriation of seventy-five thousand dollars, to be expended in erecting and furnishing a building suitable to the needs of the traveling public and creditable to the only State in the Union which can boast of a Yosemite. We cannot better justify and enforce our plea than by repeating the well considered language of our last report:

A very prominent want in the resources of the valley is adequate hotel accommodations. The buildings erected for the purpose by private enterprise, and lapsing to the State by the terms of their leases, are totally inadequate to the demands of a proper hospitality, and sadly at variance with their natural surroundings. The Yosemite Valley is preëminently the wonder of this continent. It is within two days ride of San Francisco, where are hotels rivaling the finest in the world. It is impossible, therefore, to convince the world's travelers that there is any cogent reason why this resort of the earth's most appreciative visitors should not have a hotel of an inviting capacity and class, commodious, solid, and furnished with the conveniences which modern civilization has exalted to the list of necessities. The experience of the Commissioners leads them unanimously to the conclusion that it would be for the best interests of the State, the greater comfort and satisfaction of tourists, and immeasurably to the credit of the valley's management, if there were but one sufficient and properly appointed hotel in the premises, instead of the three apologies which now respond indifferently to the public want.

How, then, can such a hotel be secured? Private enterprise will not build it, on account of the fact that the Act of cession from the United States to the State of California limits the term of all leases in the ceded area to ten years. The shortness of the term will not justify capitalists in making the necessary investment, however remunerative the business in itself. The uncertainty as to what would become of the property of the lessees at the termination of the lease, will deter from the venture.

The Commissioners deem it proper to express their conviction that the State of California, holding in trust so distinguishing and remunerative an interest, should itself build and own the only hotel to be allowed in the valley. That the State owes it alike to its own dignity and to the grand army of annual visitors who come to view this peerless wonder of nature, is likewise readily susceptible of demonstration. For obvious reasons, the material should be stone, which is at hand in abundant quantities, and sand, for mortar, is at the door. Such a building—plain, substantial, capacious, and comfortable, cool in Summer, warm in Winter, furnished freely with water (so readily attainable)—would induce visitors to remain in the valley for weeks at a time, instead of hurriedly compressing the trip into two or three days, as now. The advantage to the State, from the money thus left within our borders, is clearly apparent, without argument. The landlords now in the valley do the best practicable, with the means at command, but the buildings are not such as can be made to meet the requirements of tourists. We therefore respectfully submit that it would be expedient for the Legislature to make an appropriation sufficient to build one hotel, which shall be the only one permitted in the valley, and the rental of which shall be a reasonable percentage of return upon the cost.

#### THE COULTERVILLE AND YOSEMITE WAGON ROAD COMPANY.

The Commissioners desire, through your Excellency, to invite the attention of the Legislature to the claim of the above named company, in regard to which it is alleged injustice has been done by an Act of the Legislature.

In this connection we refer you to the statement and recommendation made by this Commission in regard to this matter in our report to the Legislature of 1882.



## ENLARGEMENT OF THE GRANT.

The reckless devastations of the sheep men (not owners, but a class who hire out to tend sheep), and seed men, continue in the forests above the Yosemite Valley and the Mariposa Big Tree Grant. The denuding of considerable tracts by felling the trees for their seed, and more especially by carelessly or purposely set fires, has become a subject which imperatively demands intelligent consideration. Just now deforestation is engaging the thought of all Europe, and scientific and observing men in our own country are urgently calling public attention to its vast practical consequences. All that could be justly said of other regions has twenty fold more emphasis in its application to Yosemite and that part of the foothills, and the great San Joaquin Valley, which are dependent on the Merced River for irrigation. The most of the tract of mountain forest which we ask to have seeded is unavailable for lumber or settlement; and every authentic right and interest would be protected by a suitable bill, while the benefits for all coming time and generations would be incalculable.

We need add nothing more than a paragraph or two from our last report and a few of the valuable suggestions of Hon. W. Ham. Hall, State Engineer :

The enlargement of the grant is so vitally related to the protection of the valley and its rim, the preservation of the water-flow, which supplies a chief element of its grandeur, the sustained supply of the mines in the foothills, and the great San Joaquin Valley below, and the enhancement of the attractiveness of the region as a resort for health and pleasure, that there is little danger of overstatement in dwelling upon its importance.

At a full meeting, held March 22, 1881, the Commissioners unanimously adopted a plea for the enlargement of the Yosemite and Mariposa Big Tree Grant, and instructed the Secretary to procure signatures and push the matter toward consummation. Accordingly as many influential names as it was thought expedient to append were procured. Thousands could have been had for the asking.

In June, 1882, the Secretary visited Washington in this interest, and had an interview with President Garfield, only three days before his assassination. The President had been in Yosemite, and instantly comprehended the importance and desirableness of the enlargement proposed, and very cordially promised all practicable official aid. The Secretary of the Interior, also, after explanations, expressed his approval. Many other persons were seen and enlisted in the undertaking, and the Chief Clerk of the General Land Office, at his own instance, published a strong and earnest indorsement in the Congressional organ. Thus, it was hoped, everything had been arranged for an early passage of the Act of cession. The original papers and copies of the plea were left at the residence of Senator Miller, who, soon after Congress convened, introduced a suitable bill. To make assurance doubly sure, the Secretary addressed pleas and circulars to all the members of both Houses, and wrote personal letters to our own and other prominent Senators and Representatives, to which kind and encouraging replies were received. But an unexpected obstacle arose, in the form of a remonstrance, abounding in statements for the most part utterly false, and for the very small remainder enormously exaggerated. It was signed by persons living many miles from the grant, whose names must have been procured by misrepresentation, as no honest legitimate interest would have been damaged or endangered by the passage of the bill desired. As soon as the Secretary was notified, from Washington, of the remonstrance, he had a plat drawn in the Surveyor-General's office, showing the exact boundaries proposed, every survey within the boundaries, the unsurveyed lands, and every pretended claim. That plat, with other papers and letters, is now before the Committee on Public Lands in Washington, and furnishes an overwhelming refutation of all the allegations of the remonstrance. Unfortunately, the remonstrance was managed so secretly that the plat and its accompanying counter-statements did not reach Congress until late in the session, and a copy of the remonstrance and signatures, making us fully acquainted with the sinister means resorted to to defeat the grant—fabricated, as it must have been, in some unavowed interest—did not come to our hand until a considerably later date.

Thus the matter stands. We cannot overstate the importance of the enlargement to the full accomplishment of the noble purpose of the noble trust. Yosemite, California's crown of distinction, is the best paying property controlled by the State. Nothing pays so enormously as the money invested to bring its unique attractions within reach of the thousands of thousands who will come from every civilized land to behold them. Every dollar judiciously expended to improve the accommodations and make easily accessible the chief points of interest, will quickly return five hundred per cent.



Hon. William Ham. Hall, State Engineer, in his report of May 20, 1882, entitled "To Preserve from Defacement and Promote the Use of the Yosemite Valley," makes many valuable suggestions.

We make a few brief quotations from his very valuable report:

#### TO PROTECT THE VALLEY FROM DEFAACEMENT.

If it be asked, "What is necessary to *preserve* the Yosemite Valley property from deterioration?" we have these answers:

*First*—The control of the mountain watershed tributary to the valley streams, to prevent the destruction of timber and vegetation generally thereon.

*Second*—The regulation of the use of the floor of the valley and its immediate surroundings, in order that the verdure be not altogether trampled out of existence, or useful vegetation supplanted by that less desirable but more able to resist the influences of civilized occupancy.

*Third*—The counteracting of natural deteriorative action to be found in the movement of its waters: the "improvement" of its streams.

#### PRESERVATION OF THE WATERSHED AREA.

The Yosemite Grant does not cover near all the watershed of the valley, but, on the contrary, while according to the terms of the grant it extends to a line drawn around the valley at an average distance of one mile from its edge, the real mountain basins from which drain the waters that constitute to most people the great charm of the place, are altogether outside of the grant, and the rim of high land contained within it is composed, for the most part, of rocky slopes that incline directly into the valley, or to its walls, and not to the cañons and higher valleys from which issue the waters of the falls.

According to the best information available at this time, the entire watershed area of the Merced River, inclusive of the grant with the valley, east of a line drawn from ridge to ridge, across the gorge, at a point on the spur just below the Cascade Falls, is about 358 square miles; or, in round numbers, 229,000 acres. Only about 30,500 acres of this territory are included in the grant as it now exists, leaving 198,500 acres which drain into the valley.

This watershed line should form the limits of the grant; all the contained territory should be within the grant, and under your control; for it is necessary to protect this region from devastation, in order to insure an efficient preservation of the charms and attractions of the valley itself.

So much has been written and published, of late years, concerning the effect of deforestation of mountain lands, and the scarcely less disastrous consequences resulting from unregulated sheep grazing over such tracts, I feel that it is only necessary to call your attention to the point, for you to realize its importance.


If the watershed of the Yosemite Valley is stripped of its timber, the supply of water, to say the least, will fail much earlier in the season than it now does; while on the other hand, if the area of timber growth be increased, the falls will present their grand appearance to a later date each year. If the timber is stripped off and the country be overrun with sheep, muddy water in place of that which is so beautifully clear will be precipitated into the valley during the early part of each season, and sand and gravel banks will obstruct the main river channel through the valley, and force the cutting away or overflow and obliteration of the beautiful meadows which now form an essential feature of the landscape, heightening, as they do, by their quiet brightness and air of peaceful repose, the majestic and ruggedly imposing effect of the granite walls by which they are surrounded.

It seems to me, therefore, that it would be well to take steps to secure the territorial enlargement of your charge, in such manner, through the action of the State Legislature and the Congress of the United States, as your discretion may dictate.

We dismiss this branch of our report with the hope that your Excellency will see it to be for the interest of the citizens of the State, and the people of the nation and the world, to call the special attention of the Legislature to the expediency of promptly memorializing Congress on this grave subject. The papers and information necessary to just and wise action in the premises are now in the hands of the proper committee of Congress. Meanwhile, the work of destruction goes on unchecked. The preservation of the trust, and the perpetuation of its chief elements of value, are objects too important to be treated with indifference or imperiled by delay.

## MOUNT LYELL GLACIER.

Some distance from Yosemite Valley, and not within the grant, there is a great attraction, known to but few persons, not now within convenient reach of tourists, but could be made so by the expenditure of a comparatively small sum of money, and could be made an object that would attract additional visitors to the valley. It is a living glacier, distant from the center of Yosemite Valley about thirty-eight miles. It is difficult of access, being near the summit of Mount Lyell, the altitude of which is thirteen thousand one hundred and ninety-one feet; but the improvement of the trail and erection of inexpensive way stations would bring this novel and rare object of curiosity within convenient reach of tourists.

Our late Guardian, Mr. Hutchings, who visited the glacier, says this of it: "On the southern side of Mount Lyell rises the main source of the Merced River. On the northern side, and about two hundred and fifty feet below the summit, is the living glacier, the source of the main branch of the Tuolumne River. This glacier is about two miles in length, running southeasterly and northwesterly, half a mile in width, and estimated to be from three hundred to five hundred feet in thickness. Down in the unseen depth of its blue crevasses you can hear the water gurgling, from which issue the streams that form the headwaters or sources of the Tuolumne River. By several experiments this glacier has been ascertained to move at the rate of about from seven eighths to one inch per day. A large portion of its surface is corrugated by a succession of furrows, that are from twenty inches to two feet apart, and about the same in depth, yet having the resemblance of a chopping sea, the waves of which have been frozen, thus: . To reach this glacier, and Mount Lyell, you leave Yosemite by one of two routes. The one I have preferred is via the Vernal and Nevada Falls. The other route is via Lake Tenayah. The trip—a camping outfit being necessary—can be made in about five days, but should take from seven to ten, and include the summit of Mount Dana."

## STANDING COMMITTEES.

To bring into closer relations the Legislature and this Commission and for the purpose of facilitating the transaction of business relating to the Yosemite Valley and Big Tree Grove, necessarily coming before each session of the Legislature, we beg to request the formation in each House of a Standing Committee on Yosemite Valley and Mariposa Big Tree Grove.

Through such committees the Legislature could have a better knowledge of the affairs and condition and wants of the grant, as well as of the conduct and management of this Commission.

## NUMBER AND NATIONALITY OF VISITORS.

Appended hereto will be found a valuable and very interesting tabular statement of the number of visitors to the valley and the country from whence they came.

To our present intelligent and very efficient Guardian, Walter E. Dennison, we are indebted for collecting together the very satisfactory material in this table.



## GUARDIAN'S REPORT.

Also appended hereto is the biennial report of our late Guardian, J. M. Hutchings, which gives a statement of the work and improvements completed during the years 1883-4, and contains suggestions of other improvements he conceives should be made at the earliest time practicable.

Respectfully submitted by order of the Commissioners to Manage the Yosemite Valley and the Mariposa Big Tree Grove.

C. L. WELLER,  
Secretary and Treasurer.

SAN FRANCISCO, November, 1884.



## TABULAR LIST

*Of Visitors to the Yosemite Valley, California, from January 1, 1883, to November 16, 1884, Inclusive.*

UNITED STATES.	1883.												1884.										Total for 1883 and 1884	
	1883.												1884.										Total for 1884	
	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December
Alabama						2	3		2									1		2				3
Arizona						1	1	2										2	1	1				5
Arkansas								5										2		2				4
California	3		1	26	133	291	207	103	27	21	5					7	37	290	262	207	28	24	5	861
Colorado				1	2	7	2	2	1								5	1	4	4	1	1		15
Connecticut				10	5	2	7	24	1	2							22	1	1	6				32
Dakota					2																			2
Delaware					1																			1
District of Columbia				2	5		3	4	1		1						2	2		3				23
Florida							1		1									1						2
Georgia							1		2										1			1		7
Idaho							2																	3
Illinois				13	26	9	21	30	9	10	5					2	25	28	6	15	3			79
Indiana				3	1		6	7	3	1							1	1		4				6
Iowa				1	12		8	19	6	6							7	1	2			3		17
Kansas							2	15									1		9					22
Kentucky					3	4		16	6										3					36
Louisiana						4		13										4						7
Maine				1	7			4												1				12
Maryland				2	5			21	1								8	1		1			2	29
Massachusetts				86	96	31	9	21	8	7	3	1					2	2	4					25
Michigan				1	7	1	2	9	5								111	13	10	12	3	5		39
Minnesota				7	7		1	2	1								9	2	4	3	1			404
Mississippi				3			1	2									3	4	1	3				44
Missouri					11	4	20	1									2	9	7	1	6			18
Montana				5					2														1	1
Nebraska				1	5			3	5									5	3					68
Nevada						2																		1
New Hampshire				5	8	1	5	3										4	4	7				24
New Jersey				4	28	6	1	2		1							10	5		1				24
New Mexico								4	1	1							4	13	3	4	2	1		32
New York				46	116	74	30	33	33	5	1	3				2	56	62	30	21	22	17	6	559
Ohio				6	35	16	7	17	14	6							25	29	19	8	4			189
Oregon					2			4										1	2	1				10
Pennsylvania				8	95	20	31	33	32	4	3						105	32	20	10	13	10		420
Rhode Island				10	2	1		2									10			3		2		30





## GUARDIAN'S REPORT.

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*To the Board of Commissioners to Manage the Yosemite Valley and Mariposa Big Tree Grove:*

GENTLEMEN: The working season of 1884 having substantially closed before my removal as Guardian, and as no general report has been presented to your honorable Board since the Fall of 1882, I beg leave to submit the following statement of the progress made in improvements within the Yosemite Grant during the past two years, and to supplement it with such suggestions as, in my judgment, will tend to develop the marvelous scenery of Yosemite, and to popularize the wonderful valley with the traveling public. First, concerning

### THE GRAND DRIVE AROUND THE VALLEY.

When the advent of Winter closed our working season of 1882, notwithstanding the large amount of improvements completed in 1881-2, as detailed in a former report, there still remained unfinished stretches of the proposed new road, as of others altogether too narrow to allow vehicles to pass each other; thus causing untold annoyance and inconvenience; and still others that greatly needed repairs. Your resources for accomplishing these and other desirable improvements being limited to any remaining portion of the State appropriations for 1881 and 1882—none having been made for 1883 and 1884—and the rents collected from lessees of buildings, with saddle train and carriage privileges, naturally restricted the employment of workmen to a small force.

This was at once placed upon one of the unfinished sections of the grand drive, between Indian Cañon and Harris' farm buildings. But, owing to frequent complaints of tourists of the vexatious delays to which they were subjected at "Rocky Point," from teams meeting each other and unable to pass, the men were transferred to this subdivision. A careful inspection of the work done here will reveal the many difficulties surmounted to construct a double carriage track through a rocky defile of bowlders over a quarter of a mile in length; but will and patience, muscle and dynamite have converted it into a broad, smooth, and picturesque highway. It will be necessary, however, to spread a few more cartloads of earth upon it before pronouncing it finished.

As the swift current of the Merced River had commenced

### UNDERMINING THE RIVER'S BANK,

And washing away valuable meadow land, including the trees that grew upon it, prompt precautionary and corrective measures were at once adopted to prevent it—by digging a trench on the outer edge of the stream, when the water was low, and interjecting a line of large willows, placed at an angle of about forty degrees, and loading them with rocky talus. This, wherever introduced, has successfully resisted



the aggressive action of the current, and secured the alluvial deposits against further encroachments. I would, therefore, recommend a more general adoption of this simple yet effective plan.

As the bewitchingly beautiful spot known as

#### MIRROR LAKE

Was rapidly filling up with the detritus brought down by Tenayah Creek, the stream which supplies the lake, and, as a consequence, was continuously abridging its wonderful reflections, and threatening, in a short time, to destroy it altogether by filling up, at the suggestion of the State Engineer, Mr. William Ham. Hall, which was concurred in by your honorable Board, measures were taken, at the most favorable stage of the stream, to arrest this usurping deposit. This was effectively accomplished by the removal of large blocks of granite—some of them weighing from ten to fifteen tons each—from the adjacent banks, and placing them in the narrowest neck of the channel of exit of Tenayah Creek, thereby treasuring up the waters of Mirror Lake, while intermitting the sandy accumulation and storing it on its eastern edge, and at the same time increasing the area of the lake nearly six times. These serviceable results were accomplished by the joint labors of three men only, nine days each. While dwelling upon this part of the valley, let me speak of

#### THE ROAD TO MIRROR LAKE.

As you know, it is exceedingly narrow, and every morning, in Spring and Summer, it is thronged with visitors, going to and from the lake, at different hours; so that, when one party is through with its sight-seeing and returning, another is on its way there. These are almost sure to meet in the narrowest place of the road, and, as its sides are rock-bound and impassable, confusion and inconvenience ensues. I would, therefore, suggest the expenditure of five or six hundred dollars in widening and otherwise improving this popular thoroughfare.

#### TRAILS TO VERNAL FALLS AND GLACIER POINT.

These having been purchased by the State, and made free, had not only to be opened, but to be kept in repair—the former by workmen in the Commission's employ, and the latter by special contract made by the ex-Secretary with James McCauley, its builder and former owner.

The operations above enumerated, and others of less importance, closed the working season of 1883. The total number of days' labor by workmen was nine hundred and forty-seven and one half, and the amount expended therefor, \$2,540 38.

The total number of days' labor by workmen for 1884, to date, was six hundred and thirty-eight and three quarters; and the amount expended therefor, \$1,674 24.

As supplemental to the above, mention should be made of—

## THE NEW TRAIL TO VERNAL AND NEVADA FALLS,

Located on the north side of the Merced Cañon. As you are aware, this trail was built to its present terminus under special arrangements with the late George Anderson, under the supervision of Dr. M. C. Briggs. Subsequently, Mr. Anderson was directed to report to the Guardian, who was instructed to receive reports and keep time of the men so employed, audit accounts, and certify checks, etc. The number of days' labor so reported, for 1883, was two hundred and thirty-five, and the amount expended therefor was \$470. But, as Mr. Anderson boarded the men employed by him, \$174 additional was paid for supplies. For full particulars, see Guardian's financial report, with vouchers, for 1883, filed with the Secretary of the Board.

## THE IMPROVEMENTS OF 1884.

The Winter of 1883-4 was attended by an unprecedented body of snow upon the mountains surrounding the valley, as well as within it, and, as a sequence, a correspondingly large influx of streams and waterfalls came bounding over the valley walls, often in unusual places. These entering transversely to the drive around the valley, cut numerous channels across the new road, besides saturating and infiltrating it in other places, thus causing miry and almost impassable sections, which made its use next to impossible for loaded vehicles. This condition of things called for early and continuous action from our entire working force, in constructing culverts, walling, draining, filling up, brushing, and graveling, to make the road passable.

Much of the Summer was, therefore, necessarily consumed in this work, not only as a corrective for the present, but to insure the grand drive against similar recurrences in the future. Besides this, however, the trails had to be opened and kept in order, as usual. Incidentally also it should be mentioned that, as the high Spring freshet had flooded the meadows between the upper iron bridge and the ridge forming the road to the Yosemite Falls, a temporary sidewalk had to be constructed for the convenience of pedestrians visiting those wonders and the Guardian's office.

These essential matters claiming precedence, it was late in the season before work could be resumed upon the grand drive; but this, I am happy to say, is so far advanced as to justify the assurance that it will be thrown open to the public before Winter closes working operations, as only the necessary fencing has now to be completed. At this juncture, October twentieth, I was relieved of my duties as Guardian, and must therefore leave to my successor the conclusion of this year's report. But before concluding, allow me to submit the following

## MEMORANDA OF DESIRABLE IMPROVEMENTS,

From a Guardian's standpoint. Having been a resident of Yosemite over twenty years, and, in addition to making its beauties and its wants a loving study, I have been put into pleasant communion with many thousands of its appreciative and intelligent visitors, with whom I have interchanged views on many subjects herewith connected; I would therefore ask to be allowed to voice their and my convictions, in the hope that such observation and experiences may



be useful in developing the manifold beauties of Yosemite, while making it more acceptable to visitors. First, then, I would suggest

#### THE CONSTRUCTION OF A NEW WALK

Between the upper or Yosemite Falls Hotel (Barnard's), and the middle or Yosemite Valley Hotel (Cook's), and even extending it to the lower hotel, Leidig's. Tourists after their arrival wish to visit each other at the different hotels, or to indulge in a promenade among such marvelous scenes. The old "walk," built some thirteen years ago out of split cedar, is in a badly dilapidated and dangerous condition, although in constant use, owing to its convenient directness to the points designated. Then, for the major part of its length, as it stretches across a low meadow that is always damp, and frequently overflowed with water in Spring and early Summer, it would have to be supported by posts, strong sleepers, and cross-ties, raised above the ground, and covered with suitable planking. The old (and now rickety) walk is four feet wide; the new one should be eight or ten feet wide, as it would be frequently thronged with visitors.

The cost of this much needed improvement could be more nearly stated if the new sawmill had been completed and put into good running order. If lumber for it is brought from the nearest mill, its cost would aggregate, delivered, about \$30 per one thousand feet, and as, according to my estimate it would require (without its proposed extension to the lower hotel), including sleepers and cross-ties, but not including posts, about eighty-five thousand feet, making the necessary lumber to foot up \$2,550. Whereas, if it were cut from the dead and fallen timber of the valley, its cost would not exceed one third, or \$10 per one thousand feet, amounting only to \$850 instead of \$2,550. It must, therefore, be self-evident to any disinterested and unprejudiced man that not only would the interests of true economy be subserved, but that the saving in this single item alone of \$1,700, devoted to the completion of the mill at the outset, *would defray its entire cost of construction and equipment* from its inception to its successful operation (and build the walk also), thus leaving the sawmill finished, paid for, and in good order for future use.

Moreover, as all the buildings in Yosemite are of wood, and are, for the most part, half rotten, obsolete, and inconvenient, much lumber will be needed in the near future, not only for repairs and changes, but, let us hope, for the erection of structures more in consonance with their surroundings, the progressive taste of the age, and the reasonable wants of the traveling public. As next in importance let me suggest

#### BUILDING A NEW BRIDGE

At or near the site of the old "Folsom" bridge (now impassable). Guests at the hotels and camping parties desiring a walk, or short ride, wish to cross here when visiting the Yosemite Falls or Indian encampment, and thus avoid a detour of nearly five miles via the El Capitan or lower iron bridge. The span is one hundred and ten feet, and a new bridge, with its approaches, will cost about \$2,300. Next, I would most earnestly recommend the purchase and improvement of the



## WILDLY PICTURESQUE ROAD TO THE CASCADE FALLS

Constructed upon the margin of the mountain-bound and boulder-strewn cañon of the Merced River, where it makes its rapid exit from the valley. The many attractive forms of its bounding waters, as they dash, and eddy, and swirl among and over huge blocks of stone; the lofty and frowning walls on either side, fringed by numerous waterfalls, and culminating with the justly admired Cascade Falls, that make a leap of seven hundred feet, attract many thousands of delighted visitors to this charming drive, which forms one of the integral parts of the whole grand round of enchanting rides in the Yosemite. Notwithstanding this, it is but simple fairness and justice here to testify that, although this costly piece of road was built by private enterprise, it has been used for the last ten years by the public without any compensation whatsoever to its builders and owners. I would therefore suggest its honorable acquisition, at a fair price, so that it may be widened and otherwise improved.

Leaving the valley for awhile, I would call your attention to the importance of having all the trails leading from it to the mountain heights around it, in excellent condition; and although I am able to state the gratifying fact that notwithstanding the many many thousands that have been up and down these horse-paths, there has not been a serious accident upon them, I cannot too earnestly impress upon you the desirableness of making them safe beyond peradventure.

And as the trail to the Vernal and Nevada Falls is among the most used, I would suggest that it should at once be put into thorough repair, including

## A NEW BRIDGE ACROSS TOO-LOOL-A-WE-ACK CREEK

(Sometimes called the "South Cañon"), with very substantial abutments. But for the immediate attention given it last Spring, both bridge and abutments would have been swept away, and thus have intercepted all travel to the impressive sights beyond it, not excepting the Vernal and Nevada Falls, Cloud's Rest, South Dome, and other points of absorbing interest in this vicinity. I estimate the cost of this to be about \$1,200.

As next in importance, perhaps, should be mentioned

## THE FOOTPATH FROM REGISTER ROCK TO FERN GROTTTO,

Near the Vernal Fall. Its distance is less than half a mile; but it is in a very rough, if not dangerous, condition, although in use almost every day of the season. To put this into repair, place flat rocks as stepping stones through the spray from the Fall, planking and railing it in necessary places, would require about \$400.

This brings us to

## THE STEPS OF FERN GROTTTO.

These enable the visitor to ascend or descend from the base of the Vernal Fall wall to the top. Being unsafe, and as drippings during Summer, and icicles in late Fall, Winter, and early Spring, drop down from the overhanging arches of the Grotto upon the traveler,

they should be replaced by a substantial *covered* stairway. This would probably cost \$200.

In order

#### TO UTILIZE THE NEW, OR ANDERSON TRAIL,

Leading towards the Vernal Fall, on the north side of the Merced Cañon—without, at present, going to the heavy expense of completing it upon the original plan—I would make two suggestions:

*First*—To throw a bridge across the main river, near Register Rock; then make connections between it and the Anderson trail, on the north side, and with the Snow trail, on the south side. The estimated expense of this is about \$750.

*Second*—Extend the new trail from its present terminus to and around the intervening bluff, and along the base of the northern wall, to the vertical face of the cliff forming the leap for the Vernal Fall. Make this the present end of horseback riding in this direction. Here build a staircase, similar to the one on the opposite side—not necessarily covered, however, as there are no drippings and other dangers from the Grotto—to the top of the wall. Thence span the Merced with a foot-bridge, near the edge of the fall, to connect with the present trail, upon the south side. This, including the staircase, will probably cost about \$1,000.

Some fourteen years having elapsed since the construction of the

#### BRIDGE OVER THE DIAMOND CASCADE,

Near Snow's, I examined it carefully, with a view to its future safety; as, should an accident happen here, either to horse or rider, it would necessarily be fatal. The timbers showed signs of decay at their rocky abutments, but not apparently so in the center; yet, in view of a possible accident, I would suggest new timbers be placed on the top of the others; and, as the split cedar planking of the present bridge is nearly worn through, that new ones replace them. The span being only thirty-five feet, the cost of this need not exceed \$250.

#### FROM SNOW'S TO THE TOP OF NEVADA FALL,

The trail is both steep and sandy. Owing to its heavy grade, and the light sandy material forming its bed, it is no sooner put in thorough repair, than a thunder storm—frequent here during Summer—tears it to pieces. To avoid this an easier grade, and its center macadamized with good material, would be necessary. The expense of this would be about \$500.

The unequaled views from

#### THE SUMMIT OF CLOUD'S REST, AND SOUTH DOME,

Are now, for the greater part of the distance, reached by a rocky bridle path, over old moraines and other glacial deposits. But little work has ever been done upon it, and that little of a make-shift character. Then, as there is an unnecessary detour of some three miles by the present Cloud's Rest trail, which makes a change of route desirable, as well as an improvement in its condition, I would take



the liberty of suggesting the adoption of a partially new route; one that would shorten the distance the amount named, make it of an easier grade, besides running it through a section abounding in more grandly beautiful scenery. A glance at the new Wheeler map will clearly indicate the course proposed. There would be a double advantage in this change; as, while it shortens the Cloud's Rest trail, that to the South Dome would be provided for, as it forms part of that trail to its forks. There would also accrue an additional benefit from this, as it would make the ascent possible of both Cloud's Rest and South Dome on the same day—a matter of especial importance to those who are limited for time. This entire cost need not exceed \$600.

#### THE SUMMIT OF THE SOUTH DOME

Is deemed the grandest scenic standpoint on earth. Through the enterprise, skill, and pluck of the late George Anderson, a Scotchman from Montrose, its lofty crown was first trodden by human feet—his own. This was accomplished by a hempen cable, being fastened to iron eye-bolts, let into the solid granite of the mountain, and soldered there. By natural decay, the wear and tear of the elements, and the unusually heavy depths of last Winter's snow, this cable was broken down and some of the bolts drawn out. Thus, this incomparable spot is left without the means to enable lovers of the sublime and beautiful to feast their souls at this inspiring scenic banquet, and luxuriate in the grandest panorama yet revealed to man.

To provide against the continuation of this misfortune, and to prevent its recurrence in the future, I would suggest the insertion of strong eye-bolts into the granite, and the fastening thereto of two parallel iron or steel cables—rejected lengths of those used on the cable roads of San Francisco would do, and which can be bought for a few dollars per ton—then at an early day place steps at suitable distances across them, so that the most timid could safely reach the summit of this remarkable dome—five thousand feet above the valley.

Before concluding these suggestions for your consideration, I cannot but allude to the great advantage you could confer upon the public, and indirectly to the State, by constructing the proposed

#### TRAIL FROM GLAZIER POINT TO SNOW'S,

Via the Too-lool-a-we-ack Fall (five hundred feet high). The Glacier Point and Sentinel Dome trails having been purchased by the State and made free, thus opening up to visitors, without charge, all the sublime scenery visible from those lofty heights, have also created the necessity for a connecting bridle path between these localities and Snow's Hotel, at the Vernal and Nevada Falls, and thus avoid the descent of three thousand two hundred and fifty feet to the valley, and an ascent of one thousand six hundred feet to Snow's, by keeping the altitude already attained. Besides the saving of time and effort it would open up a new region of wild grandeur that is now unseen, and which has not its counterpart in the civilized world. The distance is about six miles, and its cost—including



the bridge over Too-lool-a-we-ack Creek, or South Cañon—is estimated at \$1,200. Then there is a very unique and

#### BEAUTIFUL WATERFALL OF FIVE HUNDRED FEET IN HEIGHT,

In the Too-lool-a-we-ack Cañon, that cannot be visited for want of a trail to it. It is now entirely inaccessible, except to the rugged and daring, who can climb over or creep around blocks of granite half as large as an ordinary church. All the way up the south cañon is exceedingly full of scenic wonders. I cannot, therefore, forego the opportunity of inviting your consideration to the desirability of developing these hidden treasures by building a trail thereto, and thus pleasurably detaining a little longer at Yosemite “the stranger within our gates.”

Then, by constructing another branch trail from the foot of the fall above mentioned to the Glacier Point extension, the line of which crosses near its top, you would provide a way of returning to the valley by a delightful “round trip,” and also avoid the ordinary dust of an afternoon’s ride on the direct route, and the one by which Glacier Point had been reached. The probable cost of all this would approximate nearly \$3,000.

#### EXTENSION OF GRANT.

I cannot but think that the boundary of your conservative influence and supervision should extend to the entire watershed of the upper Merced River and its tributaries; even beyond it on the northeast, so as to include the Tuolumne Meadows, Mount Dana, and Mount Lyell, with their living glaciers and ever living streams. This, while enlarging your responsibilities, would insure to the Yosemite Grant over twenty mountain-bound lakes, which could be converted into fish ponds, and provide a game ground unsurpassed in California. The value of these additions to the already unsurpassed attractions of this marvelous locality will be appreciably enhanced when it is remembered that it includes the protection of its matchless forests.

#### THE MARIPOSA BIG TREE GROVE.

This magnificent group of Sequoias being also a portion of your important trust, I would invite your attention to the fact that immense masses of fallen and broken timbers lie scattered around, in dangerous proximity to the Big Trees themselves; so that should fire find its way into this grove, no available water being at hand, many of these giants of the forest would be swept out of existence, or irreparably injured. Moreover, there is a thrifty growth of young trees of this remarkable species springing up that needs protection from the same terrible element. I would, therefore, suggest that all of the broken fragments of the Big Trees that could be utilized by tourists as souvenirs should be safely stored away for that purpose, and the others piled up in open glades and burned. This, however, would require care and watchfulness, owing to the great depth—from two to three feet—of vegetable talus covering the ground, and which, once ignited and unarrested, would destroy the whole grove.

Then, I would also suggest that the road over the Big Tree grant, having been constructed somewhat hastily and temporarily, is much in need of improvement, inasmuch as during the melting of snow in Spring and early Summer, and when most needed by the traveling public, it is almost impassable. This, therefore, requires the construction of culverts and side drains, and an increase of width in some places, in order to subserve its usefulness to the public and become a credit to the State. These would probably cost about \$2,500.

In conclusion, permit me to invite your attention to the fact that certain Cantons in the republic of Switzerland, the adjoining kingdom of Bavaria, with portions of France, Germany, Italy, and even of Austria, derive a large part of their State revenue from tourist travel, besides being provided with a market for many of their surplus products, without in any way impoverishing either themselves or their country. And California, according to the united testimony of cultured travelers, has in Yosemite a wealth of sublime scenery that far exceeds that of the most favored countries named. It only remains, therefore, for your honorable Board, assisted by every citizen of this commonwealth, so to popularize this wonderful valley that every one entering it shall revel in the enjoyment of it, and leaving it will become perpetual heralds of its praise, wherever they may go.

Most respectfully yours,

J. M. HUTCHINGS.

## STATEMENT OF TOURIST TRAVEL TO YOSEMITE.

From 1855 to 1864, a period of nine years, the aggregate number of visitors to the valley was 653.

In 1864 .....	147
In 1865 it increased to .....	369
In 1866 it increased to .....	438
In 1867 it increased to .....	502
In 1868 it increased to .....	623
In 1869 (the year the overland railroad was completed) it increased to .....	1,122
In 1870 it increased to .....	1,735
In 1871 it increased to .....	2,137
In 1872 it increased to .....	2,354
In 1873 it increased to .....	2,530
In 1874 it increased to .....	2,711
In 1875 it decreased to .....	2,423
In 1876 it decreased to .....	1,917
In 1877 it decreased to .....	1,392
In 1878 it decreased to .....	1,183
In 1879 it increased to .....	1,385
In 1880 it increased to .....	1,897
In 1881 it increased to .....	2,173
In 1882 it increased to .....	2,525
In 1883 it increased to .....	2,831
In 1884 it decreased to .....	2,408



# THE FIVE DIFFERENT ROUTES FROM SAN FRANCISCO TO YOSEMITE VALLEY, CALIFORNIA.

## THE CALAVERAS BIG TREE ROUTE.

*From San Francisco, via Lathrop, Stockton, Milton, Murphy's, Calaveras Big Tree Grove, Sonora, Chinese Camp, and Big Oak Flat, to Yosemite Valley.*

Stations marked (A.) are stopping places at night for stage passengers; those marked (B.) are hotels, or where meals can be had; those marked (C.) are where hay and grain are obtainable; those marked (D.) are stage stations.

STATIONS.	DISTANCES IN MILES.			
	Between Points -----	From San Francisco --	From Yosemite Valley .	Altitude in feet, above Sea Level -----
<i>By Railway.</i>			133.05	
<i>From San Francisco to—</i>				
Lathrop, junction of the Central Pacific with the Southern Pacific Railroad (B. C.)-----	94.03	94.03	39.02	28
Stockton, on Central Pacific Railroad (A. B. C.)---	9.02	103.05	30.00	29
Milton, on the Stockton and Copperopolis Rail- road (B. C. D.)-----	30.00	133.05	-----	376
<i>By Carriage Road.</i>			152.53	
<i>From Milton to—</i>				
Reservoir House (B. C.) -----	6.13	6.13	146.40	1,013
Gibson's Station (B. C. D.)-----	10.87	17.00	135.53	1,570
Altaville (B. C.) -----	5.50	22.50	130.03	1,520
Murphy's (B. C. D.)-----	7.50	30.00	122.53	2,195
Halfway House (B. C.)-----	8.11	38.11	114.42	3,358
Calaveras Big Tree Grove Hotel (A. B. C. D.)-----	7.31	45.42	107.11	4,730
Halfway House, returning (B. C.)-----	7.31	52.73	99.80	3,358
Murphy's (A. B. C. D.)-----	8.11	60.84	91.69	2,195
Vallecito (B. C.)-----	4.16	65.00	87.53	1,748
Trail to Natural Bridge -----	3.32	68.32	84.21	-----
Parrott's Ferry, Stanislaus River-----	2.27	70.59	81.94	834
Gold Spring-----	3.17	73.76	78.77	2,014
Columbia (B. C.) -----	1.15	74.91	77.62	2,157
Sonora (B. C. D.) -----	4.17	79.08	73.45	1,816
Chinese Camp (B. C. D.)-----	11.00	90.08	62.45	1,299
Priest's Hotel—for full details, see "Big Oak Flat Route"—(A. B. C. D.)-----	12.11	102.19	50.34	2,558
Tuolumne Big Tree Grove-----	33.43	135.62	15.84	5,794
Leidig's Hotel, Yosemite Valley (A. B. C. D.)----	15.84	151.46	1.07	3,851
Cook's Hotel, Yosemite Valley (A. B. C. D.)-----	0.30	151.76	0.77	-----
Barnard's Hotel, Yosemite Valley (A. B. C. D.)----	0.77	152.53	-----	-----

## RECAPITULATION.

By railway-----	133.05 miles.
By carriage road-----	152.53 miles.
Total distance -----	285.58 miles.

## BIG OAK FLAT ROUTE.

*From San Francisco, via Stockton, Milton, Chinese Camp, and Big Oak Flat, to Yosemite Valley.*

STATIONS.	DISTANCES IN MILES.			
	Between Consecutive Points	From San Francisco	From Yosemite Valley	Altitude in feet, above Sea Level
<i>By Railway.</i>			133.05	
<i>From San Francisco to—</i>				
Lathrop, junction of the Central Pacific with the Southern Pacific Railroad (B.)	94.03	94.03	39.02	28
Stockton, on Central Pacific Railroad (A. B. C. D.)	9.02	103.05	30.00	29
Milton, on Stockton and Copperopolis Railroad (B. C. D.)	30.00	133.05		376
<i>By Carriage Road.</i>			91.28	
<i>From Milton to—</i>				
Reservoir House (B. C.)	6.13	6.13	85.15	1,013
Copperopolis (B. C. D.)	8.70	14.83	76.45	1,015
Byrne's Ferry Bridge, Stanislaus River	7.00	21.83	69.45	475
Goodwin's, Table Mountain Pass (B. C. D.)	3.50	25.33	65.95	1,050
Chinese Camp (B. C. D.)	3.50	28.83	62.45	1,299
Jacksonville (B. C.)	4.18	33.01	58.27	602
Keith's Orchard and Vineyard	1.03	34.03	57.24	612
Stevens' Bar Ferry	1.24	35.28	56.00	614
Culbertson's Vineyard (C.)	3.45	38.73	52.55	980
Priest's Hotel (A. B. C. D.)	2.21	40.94	50.34	2,558
Big Oak Flat (B. C.)	1.07	42.01	49.27	2,823
Groveland (B. C.)	2.24	44.25	47.03	2,828
Second Garrote	2.15	46.40	44.88	2,857
Sprague's Ranch (B. C.)	4.97	51.37	39.91	2,950
Hamilton's Ranch (B. C. D.)	3.98	55.35	35.93	2,978
Colfax Spring, Elwell's (B. C.)	2.55	57.90	33.38	3,022
South Fork Tuolumne, Lower Bridge	0.93	58.83	32.45	2,654
Hardin's Ranch (C.)	4.39	63.22	28.06	3,396
South Fork Tuolumne River, Upper Bridge	1.37	64.59	26.69	3,420
Crocker's Ranch (B. C.)	3.34	67.93	23.35	3,970
Hodgdon's Ranch (B. C.)	2.00	69.93		4,506
Tuolumne Big Tree Grove		74.37	16.91	5,794
Crane Flat (B. C.)	1.00	75.37	15.91	6,054
Tamarack Flat	5.07	80.44	10.84	6,234
Gentry's (deserted)	2.81	83.25	8.03	5,627
Junction of Big Oak Flat and Coulterville Roads	4.37	87.62	3.66	
Leidig's Hotel, Yosemite Valley (A. B. C. D.)	2.59	90.21	1.07	
Cook's Hotel, Yosemite Valley (A. B. C. D.)	0.30	90.57	0.77	
Barnard's Hotel, Yosemite Valley (A. B. C. D.)	0.77	91.28		3,851

## RECAPITULATION.

By railway	133.05 miles.
By carriage road	91.28 miles.
Total distance	224.33 miles.



THE COULTERVILLE ROUTE.

From San Francisco, via Lathrop, Merced, or Modesto, Coulterville, and Merced Grove of Big Trees, to Yosemite Valley.

STATIONS.	DISTANCES IN MILES.			
	Between Consec- utive Points---	From San Fran- cisco-----	From Yosemite Valley-----	Altitude in feet, above Sea Level--
<i>By Railway.</i>				
<i>From San Francisco to—</i>				
Lathrop, junction of the Southern Pacific with the Central Pacific Railroad (B. C.)-----	94.03	94.03	58.00	28
Merced, on Southern Pacific Railroad (A.B.C.D.)--	58.00	152.03	-----	171
<i>By Carriage Road.</i>				
<i>From Merced to—</i>				
Halfway House, watering place (B. C.)-----	6.35	6.35	87.31	215
Snelling's (B. C.)-----	12.60	18.95	74.71	252
Merced Falls (B. C.)-----	4.58	23.53	70.13	360
Junction Station (B. C.)-----	5.81	29.34	64.32	578
Lebright's Ranch (B. C. D.)-----	5.53	34.87	58.79	995
Herbeck's (B. C.)-----	5.74	40.61	53.05	1,621
Coulterville (B. C.)-----	5.57	46.18	47.48	1,665
Dudley's Hotel and Ranch (A. B. C. D.)-----	7.58	53.76	39.90	2,959
Bower Cave (B. C.)-----	4.69	58.45	35.21	2,360
Wenger's Ranch (B. C.)-----	3.23	61.68	31.98	3,218
Watering trough-----	4.00	65.68	27.98	4,120
Hazel Green (B. C. D.)-----	5.51	71.19	22.47	5,550
Forks of road to Crane Flat-----	0.36	71.55	22.11	5,502
Merced Grove Big Trees-----	2.80	74.35	19.31	5,475
Big Meadows (B. C. D.)-----	8.45	82.80	10.86	4,237
Junction of Coulterville Road with Merced River Trail-----	4.59	87.39	6.27	3,352
Forks of Coulterville and Big Oak Flat Roads----	2.61	90.00	3.66	-----
Leidig's Hotel (A. B. C. D.)-----	2.59	92.59	1.07	-----
Cook's Hotel (A. B. C. D.)-----	0.30	92.89	0.77	-----
Barnard's Hotel (A. B. C. D.)-----	0.77	93.66	-----	3,851
<i>By Railway.</i>				
<i>From San Francisco to—</i>				
Lathrop, junction of Southern Pacific with Cen- tral Pacific Railroad-----	94.03	-----	-----	-----
Modesto, on Southern Pacific Railroad-----	20.00	114.03	-----	-----
<i>By Carriage Road.</i>				
<i>From Modesto to—</i>				
Waterford-----	.12	.12	-----	-----
Horr's Ranch-----	.08	.20	-----	-----
La Grange-----	.08	.28	-----	-----
Lebright's-----	.10	.38	-----	-----
Coulterville-----	.12	.50	-----	-----

RECAPITULATION.

By railway to Merced-----	152.03 miles.
By carriage road from Merced-----	93.66 miles.
Total distance via Merced-----	245.69 miles.
By railway to Modesto-----	114.03 miles.
By carriage road, Modesto via Coulterville-----	99.46 miles.
Total distance via Modesto-----	212.44 miles.

## THE MARIPOSA ROUTE.

*From San Francisco, via Lathrop, Merced, Mariposa, Mariposa Big Tree Station (Clark's), and Mariposa Big Tree Groves, to Yosemite Valley.*

STATIONS.	DISTANCES IN MILES.			
	Between Consecutive Points	From San Francisco	From Yosemite Valley	Altitude in feet, above Sea Level
<i>By Railway.</i>			152.03	
<i>From San Francisco to—</i>				
Lathrop, junction of the Southern Pacific with the Central Pacific Railroad (B. C.)	94.03	94.03	58.00	28
Merced, on Southern Pacific Railroad (A. B. C. D.)	58.00	152.03	-----	171
<i>By Carriage Road.</i>			93.95	
<i>From Merced to—</i>				
Halfway House, watering station (B. C.)	6.35	6.35	87.60	215
Forks of road to Snelling's	0.87	7.22	86.73	225
Lava Bed Station (C. D.)	7.26	14.48	79.47	446
Griffith's Ranch	3.63	18.11	75.84	473
Hornitos (B. C.)	4.35	22.46	71.49	847
Forks of road to Indian Gulch	1.52	23.98	69.97	898
Smith's Ranch	2.44	26.42	67.53	1,047
Corbett's Ranch (B. C.)	1.91	28.83	65.62	1,075
Toll House	1.81	30.14	63.81	1,598
Toll House	2.83	32.97	60.98	1,780
Princeton (B. C.)	2.65	35.62	58.33	2,104
Lewis' Ranch (B. C.)	3.54	39.16	54.79	2,112
Mariposa (B. C. D.)	1.70	40.86	53.09	1,932
Mormon Bar (B. C.)	1.89	42.75	51.20	1,630
Sebastopol Flat (B. C.)	2.76	45.51	48.44	2,210
Thompson's Ranch (B. C.)	3.51	49.02	44.93	2,114
Turner's, formerly De Long's (B. C.)	3.93	52.95	41.00	2,741
Cold Spring (B. C. D.)	4.36	57.31	36.64	3,126
Summit of Chowchilla Mountain	5.24	62.55	31.40	5,605
Big Tree Station, Clark's* (A. B. C. D.)	4.50	67.05	26.90	3,923
Eleven Mile Station (B. C. D.)	10.76	77.81	16.14	5,567
El Capitan (lower iron) Bridge, Yosemite Valley	12.51	90.32	3.63	3,843
Leidig's Hotel, Yosemite Valley (A. B. C. D.)	2.56	92.88	1.07	-----
Cook's Hotel, Yosemite Valley (A. B. C. D.)	0.30	93.18	0.77	-----
Barnard's Hotel, Yosemite Valley (A. B. C. D.)	0.77	93.95	-----	3,851

\* From Big Tree Station, Clark's, to and through the Mariposa Big Tree Groves, and back to Big Tree Station, 17 miles.

## RECAPITULATION.

By railway	152.03 miles.
By carriage road	93.95 miles.
Big Tree Groves and back to station	17.00 miles.
Total distance	262.98 miles.



THE MADERA ROUTE.

From San Francisco, via Lathrop, Merced, Madera, Fresno Flats, and Mariposa Big Tree Station (Clark's), to Barnard's Hotel, Yosemite Valley.

STATIONS.	DISTANCES IN MILES.			
	Between Consecutive Points	From San Francisco	To San Francisco	Altitude in feet, above Sea Level
<i>By Railway.</i>				
			185.03	
<i>From San Francisco to—</i>				
Lathrop, junction of the Southern Pacific with the Central Pacific Railroad (B. C.)	94.03	94.03	91.00	28
Merced, on Southern Pacific Railroad (B. C.)	58.00	152.03	33.00	171
Madera, on Southern Pacific Railroad (A. B. C. D.)	33.00	185.03		280
<i>By Carriage Road.</i>				
			95.35	
<i>From Madera to—</i>				
Adobe Station, Stitt's, (B. C.)	9.25	9.25	86.10	325
Mudgett's Ranch (B. C.)	9.25	18.50	76.85	597
Green's Ranch (B. C. D.)	6.50	25.00	70.35	1,100
Doolittle's, Coarse Gold Gulch (B. C. D.)	13.50	38.50	80.85	2,085
Fresno Flats (B. C.)	6.50	45.00	50.35	2,192
Buffords' (B. C.)	5.00	50.00	45.35	3,260
Board Ranch (B. C. D.)	7.99	57.99	37.36	4,639
Summit of Chowchilla Mountain	3.60	61.59	33.76	5,109
Forks of road to Mariposa Big Tree Groves	3.33	64.92	30.43	5,062
Big Tree Station, Clark's (A. B. C. D.)*	3.47	68.39	26.90	3,925
Eleven Mile Station (B. C. D.)	10.76	79.15	16.14	5,567
El Capitan Bridge, Yosemite Valley	12.57	91.72	3.63	3,843
Leidig's Hotel, Yosemite Valley (A. B. C. D.)	2.56	94.28	1.07	
Cook's Hotel, Yosemite Valley (A. B. C. D.)	0.30	94.58	0.77	
Barnard's Hotel, Yosemite Valley (A. B. C. D.)	0.77	95.35		3,851

\* From Big Tree Station, Clark's, to and through the Mariposa Big Trees and back to station, seventeen miles.

RECAPITULATION.

By railway	185.03 miles.
By carriage road	96.29 miles.
To Big Tree Groves and return	17.00 miles.
Total distance	298.32 miles.

## TABLES OF DISTANCES

*From the Guardian's Office, near the Upper Iron Bridge, to different points of interest in and around Yosemite Valley, California.*

POINTS OF INTEREST.	Between Consecutive Points-----	From Guardian's Office-----	To Guardian's Office-----	Altitude in feet above Yosemite Valley-----	Altitude in feet above Sea Level-----
<i>To Mirror Lake (by carriage road).</i>			2.91		3,851
From Guardian's Office to—					
Indian Cañon Bridge-----	0.65	0.65	2.26		
Harris' Residence-----	0.56	1.21	1.70		
Forks of Tissaack Avenue Road-----	0.95	2.16	0.75		
Mirror Lake-----	0.75	2.91		174	4,025
<i>If the return is made via Tissaack Avenue, the distances from Mirror Lake are—</i>			3.70		
Upper Forks of Avenue Road-----	0.61	0.61	3.09		
Tenayah Creek Bridge-----	0.17	0.78	2.92		
Merced Bridge-----	0.89	1.67	2.03		
Guardian's Office-----	2.03	3.70			
<i>Tissaack Avenue Drive.</i>			5.18		
From Guardian's Office to—					
Merced Bridge-----	2.03	2.03	3.15		
Tenayah Bridge-----	0.89	2.92	2.26		
Harris' Residence-----	1.05	3.97	1.21		
Guardian's Office-----	1.21	5.18			
<i>To Bridal Vail Fall, Artist Point, and New Inspiration Point (by carriage road)—</i>			7.19		
From Guardian's Office to—					
Cathedral Spires Bridge-----	2.50	2.50	4.69		
El Capitan (lower iron) Bridge-----	1.13	3.63	3.56		
Bridal Vail Fall-----	0.41	4.04	3.15		
Forks of Pohono Avenue Road-----	0.28	4.32	2.87		
Artist Point-----	1.48	5.80	1.39	800	4,651
Cabin-----	0.43	6.23	0.96	1,000	4,851
New Inspiration Point-----	0.96	7.19		1,500	5,371
<i>To the Cascade Falls (by carriage road).</i>			7.67		
From Guardian's Office to—					
Forks of Big Oak Flat Road-----	3.66	3.66	4.01		
Black Springs-----	0.69	4.35	3.32		
River View-----	0.19	4.54	3.13		
Pohono Bridge-----	1.29	4.83	2.84		
Cascade Falls-----	2.84	7.67			3,225
<i>The Pohono Avenue Drive.</i>			10.45		
From Guardian's Office to—					
Yosemite Creek Bridge-----	0.49	0.49	9.96		
Rocky Point-----	0.96	1.45	9.00		
Indian Camp-----	0.37	1.82	8.63		
Ribbon Fall-----	2.17	3.99	6.46		
Forks of Big Oak Flat Road-----	0.07	4.06	6.39		
Black Springs-----	0.69	4.75	5.70		
River View-----	0.25	5.00	5.45		
Pohono Bridge-----	0.29	5.29	5.16		
Fern Spring-----	0.19	5.48	4.97		
Moss Spring-----	0.06	5.54	4.91		
Forks of Big Tree Station Road-----	0.59	6.13	4.32		
Bridal Vail Fall-----	0.28	6.41	4.04		



TABLE OF DISTANCES—Continued.

POINTS OF INTEREST.	Between Consecutive Points	From Guardian's Of- fice	To Guardian's Office	Altitude in feet above Yosemite Valley	Altitude in feet above Sea Level
El Capitan Bridge	0.41	6.82	3.63		
Cathedral Spires Bridge	1.13	7.95	2.50		
Leidig's Hotel	1.43	9.38	1.07		
Cook's Hotel	0.30	9.68	0.77		
Cosmopolitan Billiard Hall	0.73	10.41	0.04		
Barnard's Hotel	0.04	10.45			
<i>The Round Drive on the Floor of the Valley.</i>					
From Guardian's Office, via Merced, Tenayah, Yosemite, and Pohono Bridges, and back	15.06				
Including Mirror Lake and Cascade Falls	21.32				
<i>To Foot of Lower Yosemite Falls.</i>			0.90		
From Guardian's Office to—					
Yosemite Creek Bridge	9.49	0.49	0.41		
Foot of Fall	0.41	0.90			
<i>To Top of Yosemite Fall and Eagle Peak, by Trail.</i>			6.59		
From Guardian's Office to—					
Columbia Rock	1.98	1.98	4.61	1,154	5,005
Foot of Upper Yosemite Fall	0.69	2.67	3.92	1,114	4,965
Forks of trail for top of Yosemite Fall	1.21	3.88	2.74		
Top of Yosemite Fall	0.45	4.33	2.26	2,550	6,401
Eagle Meadow	1.36	5.69	0.90		
Eagle Peak	0.90	6.59		3,818	7,669
<i>To Snow's Hotel, by Trail.</i>			4.63		
(Between the Vernal and Nevada Falls.)					
From Guardian's Office to—					
Opposite Merced Bridge	2.02	2.02	2.61		
Too-lool-a-we-ack (South Branch) Bridge	0.60	2.62	2.01		
Register Rock	0.62	3.24	1.39		
Snow's Hotel	1.39	4.63		1,366	5,217
If the return is made via Glacier Point, the distance from Snow's will be:			12.35		
Bridge, above the Nevada Fall	0.82	0.82	11.53		
Glacier Point	7.08	7.90	4.45	3,257	7,108
Guardian's Office	4.45	12.35			
<i>To Glacier Point and Sentinel Dome, by Trail.</i>			5.57		
From Guardian's Office to—					
Cook's Hotel	0.77	0.77	4.80		
Foot of Glacier Point Trail	0.27	1.04	4.53		
Union Point	2.09	3.13	2.44	2,356	6,207
Glacier Point	1.32	4.45	1.12	3,257	7,108
Sentinel Dome	1.12	5.57			
If the return is made via Snow's Hotel, the distances from Glacier Point are:			12.53		
Bridge, above the Nevada Fall	7.08	7.08	5.45		
Snow's Hotel	0.82	7.90	4.63	1,366	5,217
Guardian's Office	4.63	12.53			

TABLE OF DISTANCES—Continued.

POINTS OF INTEREST.	Between Consecutive Points	From Guardian's Of- fice	To Guardian's Office	Altitude in feet above Yosemite Valley	Altitude in feet above Sea Level
<i>To Summit of South Dome, by trail.</i>			10.00		
From Guardian's Office to—					
Snow's Hotel	4.63	4.63	5.37		
Forks of Glacier Point Trail	0.82	5.45	4.55		
Forks of Cloud's Rest Trail	2.58	8.03	1.97		
Anderson's Cabin	0.60	8.63	1.37	3,514	7,365
Foot of Lower Dome	1.00	9.63	0.37	3,964	7,815
Top of Lower Dome	0.19	9.82	0.18	4,530	8,381
Top of South Dome	0.18	10.00		4,953	8,804
<i>To Summit of Cloud's Rest, by trail.</i>			11.81		
From Guardian's Office to—					
Snow's Hotel	4.63	4.63	7.18		
Forks of South Dome Trail	3.40	8.03	3.78		
Hopkins' Meadow	1.26	9.29	2.52	4,339	8,190
Summit of Cloud's Rest	2.52	11.81		5,921	9,772
<i>To Soda Springs and Summit of Mt. Dana, by trail.</i>			40.34		
From Guardian's Office to—					
Snow's Hotel	4.63	4.63	35.71		
Forks of Cloud's Rest Trail	4.44	9.07	31.27		
Top of Sunrise Ridge	3.23	12.30	28.04	5,648	9,499
Cathedral Meadow Ridge	5.20	17.50	22.84		
Forks of Lake Tenayah Trail, Tuolumne Meadows	4.14	21.64	18.70	4,724	8,575
Soda Springs	0.90	22.54	17.80	4,737	8,588
Junction of Mt. Dana and Mt. Lyell Creeks	0.70	23.24	17.10		
Camping Ground for Mt. Dana	8.90	32.14	8.20	5,849	9,700
Saddle, between Mt. Gibbs and Mt. Dana	5.20	37.34	3.00	7,759	11,610
Summit of Mt. Dana	3.00	40.34		9,376	13,227
<i>To Summit of Mt. Lyell, by trail.</i>			38.20		
From Guardian's Office to—					
Soda Springs	22.54	22.54	15.66		
Forks of Mt. Dana Trail	0.60	23.14	15.06		
Head of Tuolumne Meadows	9.41	32.55	5.65	5,098	8,949
Summit of Mt. Lyell	5.65	38.20		9,340	13,191
<i>To Soda Springs, via the Eagle Peak and Lake Tenayah Trail, by trail.</i>			24.50		
From Guardian's Office to—					
Forks of Eagle Peak Trail	4.64	4.64	19.86	3,219	7,070
Forks of Mono Trail	1.36	6.00	18.50		
Lake Tenayah	10.00	16.00	8.50	4,120	7,971
Soda Springs	8.50	24.50			
<i>To the Summit of the Obelisk, or Mt. Clark, by trail.</i>			15.82		
From Guardian's Office to—					
Glacier Point	4.45	4.45	11.37	3,257	7,108
Too-lool-a-we-ack Creek	2.12	6.57	9.25		
Camping ground	7.00	13.57	2.25	6,179	10,030
Summit of Obelisk	2.25	15.82		7,444	11,295



## DECISION AND OPINION OF THE U. S. SUPREME COURT

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### THE LEGALITY OF THE APPOINTMENT OF THE NEW COMMISSIONERS AFFIRMED BY THE UNITED STATES SUPREME COURT.

William Ashburner, plaintiff in error, vs. the People of the State of California. In error in the Supreme Court of the State of California.

Mr. Chief Justice Waite delivered the opinion of the Court. In 1864, the United States granted to the State of California the Yosemite Valley and the Mariposa Big Tree Grove, "with the stipulation, nevertheless, that the State shall accept this grant upon the express condition that the premises shall be held for public use, resort, and recreation, and shall be inalienable for all time; \* \* \* the premises to be managed by the Governor of the State and eight other Commissioners, to be appointed by the Executive of California, who shall receive no compensation for their services." (13 Stat., 325, chap. 184.) In 1866, the State of California, by an Act of the Legislature, accepted this grant "upon the conditions, reservations, and stipulations contained in the Act of Congress." There cannot be a doubt that in this way these interesting localities were, by the joint act of the United States and California, devoted to a special public use. The title was transferred to California

#### FOR THE BENEFIT OF THE PUBLIC

As a place of resort and recreation. Without the consent of Congress the property can never be put to any other use, and the State cannot part with the ownership. It may be called a trust, but only in the sense that all public property held by public corporations for public uses is a trust. It must be kept for the use to which it was by the terms of the grant appropriated. If it shall ever be in any respect diverted from this use the United States may be called on to determine whether proceedings shall be instituted in some appropriate form to enforce the performance of the conditions contained in the Act of Congress or to vacate the grant. So long as the State keeps the property it must abide by the stipulation, on the faith of which the transfer of title was made.

The management of the property was intrusted by the United States to the Governor of the State, and eight other Commissioners, to be appointed by the Executive. This is one of the conditions contained in the Act of Congress to which the State gave its assent when it accepted the grant. The State cannot commit the management to any other Board than this, neither can it control the discretion of the Executive in making the appointments; but we see no reason why the State may not set a reasonable limitation on the time a Commissioner shall hold his place when appointed. This would be really nothing more than directing that the Executive revise his appointments at stated periods. He will be left free to select whom he pleases, and by reappointments to continue old incumbents in their places if so inclined. His discretion in this respect would be in no manner interfered with. This, in our opinion, is all that was done by the Act of April 15, 1880.



## THE TERM OF THE OFFICE OF A COMMISSIONER

Was fixed at four years, but the power of appointment was left exclusively with the Governor, in whom, under the Constitution, is vested the supreme executive power of the State. The length of the term is that prescribed by the Constitution for State officers, and is certainly not unreasonable.

That Congress expected the State would, by appropriate legislation, aid the Commissioners in the performance of their duties, and prescribe reasonable rules and regulations, not inconsistent with the general purposes of the grant, for their government in the administration of the trust, is abundantly shown by the fact that the acceptance of the grant was considered sufficient, notwithstanding the Act of the Legislature by which it was done contained various provisions of such a character. Among other things, it was enacted that the Commissioners should be known in law as "The Commissioners to manage the Yosemite Valley and the Mariposa Big Tree Grove," and by that name they and their successors might sue and be sued; that they should have power to make and adopt all rules, regulations, and by-laws for their own government and the government, improvement, and preservation of the property, not inconsistent with the Constitution of the United States or of California, or of the Act making the grant, or any law of Congress or the Legislature; that they should hold their first meeting at such time and place as should be designated by the Governor; that a majority should constitute a quorum for the transaction of business; that they should appoint a President and Secretary as well as Guardian of the property, and they should report through the Governor to the Legislature at every regular session. All this was

## CONSISTENT WITH THE CONDITIONS AND RESERVATIONS

Of the grant and evidently in aid of what Congress intended should be done: So, too, in our opinion, is the Act of 1880. If, as is contended here, and was held by the dissenting Judge below, when the Commissioners were once appointed, the power of the Governor over appointments was exhausted, until a vacancy occurred by death or resignation, and neither he nor the Legislature could remove a Commissioner for cause or otherwise, it is easy to see that unless some provision was made to guard against the accidents of disabilities incident to a life tenure of office, great embarrassments might arise in the management of this important public property. It is entirely unnecessary to decide whether these Commissioners are State officers or State Commissioners within the meaning of those terms as used in the Constitutions of the State adopted in 1848 and 1879, and, therefore, within the constitutional provision limiting the terms of such offices, but we are of the opinion and decide that a law of the State which limits the term of office of a Commissioner, under one appointment, to a reasonable time, is not repugnant to the Act of Congress, and may be followed by the Governor in making his appointments. The plaintiff in error had been in office longer than the limited period, when the Governor, in the exercise of his discretion, appointed another person in his place. Upon this appointment he should have surrendered his office. It follows that the judgment of the Court below was right, and it is consequently affirmed.





